AIRPORT AND RUNWAY DATA

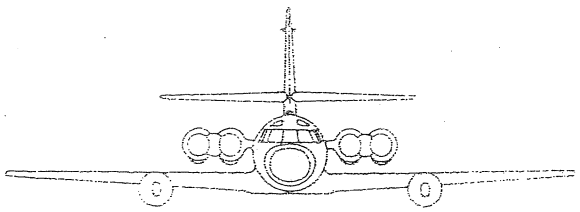
Airport elevation	74 feet
Mean daily maximum temperature of the hottest month	87.00 F.
Maximum difference in runway centerline elevation	19 feet
Length of haul for airplanes of more than 60,000 pounds	1000 miles

Dry runways

RUNWAY LENGTHS RECOMMENDED FOR AIRPORT DESIGN

Small airplanes with approach speeds of less than 30 knots	300 feet
Small airplanes with approach speeds of less than 50 knots	810 feet
Small airplanes with less than 10 passenger seats	
75 percent of these small airplanes	2490 feet
95 percent of these small airplanes	3060 feet
100 percent of these small airplanes	3620 feet
Small airplanes with 10 or more passenger seats	4220 feet
Large airplanes of 60,000 pounds or less	
75 percent of these large airplanes at 60 percent useful load	4830 feet
75 percent of these large airplanes at 90 percent useful load	6690 feet
100 percent of these large airplanes at 60 percent useful load	5480 feet
100 percent of these large airplanes at 90 percent useful load	8220 feet
Airplanes of more than 60,000 pounds	Approximately 5980 feet

REFERENCE: Chapter 2 of AC 150/5325-4A, Runway Length Requirements for Airport Design, no Changes included.



Safari Air

Mike Henry
Easton Airport
29137 Newnam Road
Unit 1
Easton, MD 21601

Dear Mike,

I am writing you after a conversation with Delta concerning runway lengths at Easton Airport. We have based our Lockheed JetStar II at Easton for the last 5 years. The majority of our trips require an additional stop due to a reduction in our fuel load to meet the short take off runway requirements of Easton. I have highlighted on the attachment our runway requirements in the summer for 60% and 90% of max take off weight. That would equate to a 800 and 1800 hundred mile trip for us. At 60% of our max take off weight we would need 4945' of runway. At 90% of our max take of weight we would require 6825' of runway. These numbers are calculated at 87° F/ 30° C which is typical for Easton in the summer. They are also based on a dry runway and the flight being operated under FAR part 91. The majority of our trips are at the 90% of max take off weight as the owner flies to California and the southern Caribbean. Many thanks on behalf of Safari Air and our owner for considering our runway requirements at Easton Airport.

Sincerely,

K. Lee Guinness
Chief Pilot

29050 Corkran Road • Easton, MD 21601
PH 410.820.9627 • FX 410.820.9647

Lockheed

JetStar 731 & JetStar II

Operating Data Pocket Manual

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TAKE-OFF SPEEDS AND TAKE-OFF FIELD LENGTHS

SEA LEVEL

Amb. Temp.	-20°C/-4°F				0°C/32°F				10°C/50°F			
Gr. Wt. 1000 Lb.	V_1	V_R	V_2	TOFL	V_1	V_R	V_2	TOFL	V_1	V_R	V_2	TOFL
44.5	131	137	151	5600	131	137	151	6020	131	137	151	6250
44	129	136	150	5450	129	136	150	5890	129	136	150	6090
42	124	132	147	4920	124	132	147	5300	124	132	147	5500
40	119	130	144	4440	119	130	144	4790	119	130	144	4970
38	114	127	141	4020	114	127	141	4320	114	127	141	4490
36	111	123	138	3840	111	123	138	4070	111	123	138	4190
34	112	120	136	3820	112	120	136	4030	112	120	136	4150
32	112	117	133	3810	112	117	133	4000	112	117	133	4120
30	113	114	129	3790	113	114	129	3980	113	114	129	4100
28	114	114	129	3780	114	114	129	3970	114	114	129	4080
26	114	114	129	3780	114	114	129	3970	114	114	129	4080

Amb. Temp.	20°C/68°F				30°C/86°F				40°C/104°F			
Gr. Wt. 1000 Lb.	V_1	V_R	V_2	TOFL	V_1	V_R	V_2	TOFL	V_1	V_R	V_2	TOFL
44.5	131	137	151	6500	136	137	151	7400	138	138	151	10100
44	129	136	150	6350	134	136	150	7200	137	137	150	9700
42	124	132	147	5710	128	132	147	6450 (6825)	133	133	147	8400
40	119	130	144	5170	122	129	144	5810	129	130	144	7280
38	114	127	141	4660	117	126	140	5210	123	126	140	6400
36	111	123	138	4300	112	123	138	4680 (4945)	117	123	136	5670
34	112	120	136	4260	108	120	134	4220	111	119	133	5080
32	112	117	133	4230	108	117	132	4170	106	116	130	4520
30	113	114	129	4200	109	113	128	4150	103	113	127	4030
28	114	114	129	4180	109	110	125	4130	103	109	124	4020
26	114	114	129	4180	110	110	125	4130	104	108	122	4020

Load 90% = 43

Load 60% = 37

*Note: These are part 91 dry runway numbers.

12 Jun 02

Mr. Roy Lewis
Delta Airport Consultants Inc.
1338 Hundred Oaks Drive, Suite G
Charlotte, North Carolina 28217

Dear Roy:

Enclosed are the performance problems you requested for the Hawker 700 and 800. My findings are as follows.

Using the requirement of 30° C and 51 MSL, the Hawker 700 was limited to a maximum a takeoff weight of 24,500 @ Flaps 15 due to Weight, Altitude and Temperature considerations, and 25,500 @ Flaps 0. The normal maximum takeoff weight for our 700 is 25,500 lbs.

Our 700's Operating Weight-14300 lbs
Maximum Fuel Weight-9440 lbs
Operating Weight plus Fuel-23740
Cabin Load Available @ Flaps 15-760lbs
Cabin Load Available@ Flaps 0-1760lbs

Flaps 15
Takeoff Weight with 6/10 load-24796 Runway Required-7050 Feet
Takeoff Weight with 9/10 load-24424 Runway Required-7500 Feet

Flaps 0
Takeoff Weight with 6/10 load-24796 Runway Required-7000 Feet
Takeoff Weight with 9/10 load-25324 Runway Required-7350 Feet

Our 800's Operating Weight-16550 lbs
Maximum Fuel Weight-10000 lbs
Operating Weight plus Fuel-26550
Cabin Load available @ Flaps 15 and Flaps 0-850 lbs

Flaps 15
Takeoff Weight with 6/10 load-27060 Runway Required-6700 Feet
Takeoff Weight with 9/10 load-27315 Runway Required-6900 Feet

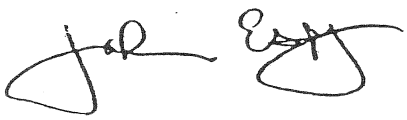
Flaps 0

Takeoff Weight with 6/10 load-27060	Runway Required-7250 Feet
Takeoff Weight with 9/10 load-27315	Runway Required-7450 Feet

These weights and distances are based on a dry runway.

If you need any further information please call me.

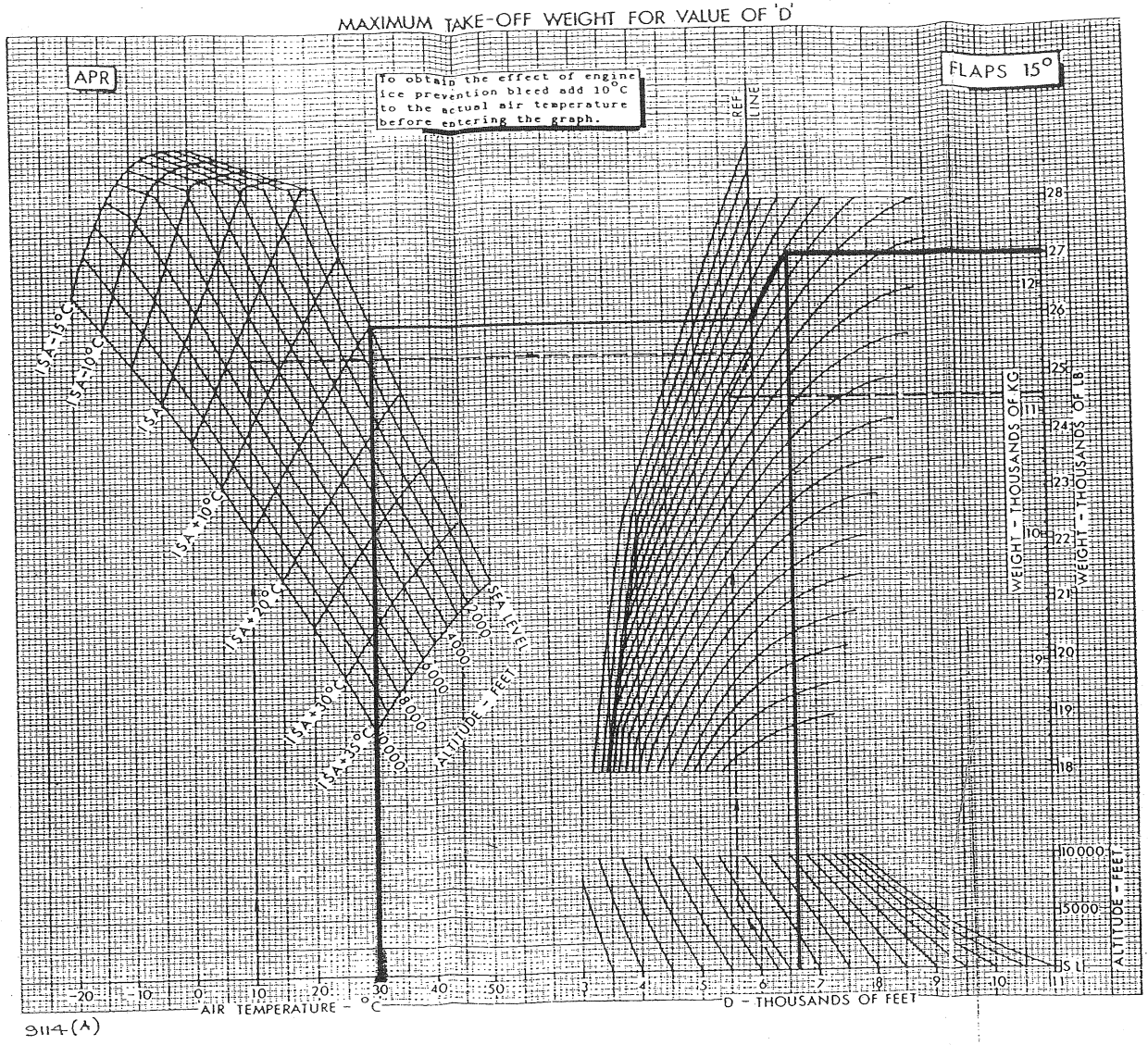
Sincerely,



John Espy

HAWKER 800 @ 6/10 CABIN
LOAD REQUIRED T/O WEIGHT
27060
REQUIRED RUNWAY LENGTH
6700

MAXIMUM TAKE-OFF WEIGHT FOR VALUE OF 'D'



9114(A)

3 Farmers Lane . New Milford, CT 06776 . (860) 350-3-39 . 355-8863 fax

Robert D. Rowland email: rrowland52@aol.com

December 16, 2004

Michael L. Henry
Airport Manager
Easton Municipal Airport
29137 Newnam Road, Unit 1
Easton, MD 21601

Dear Mr. Henry:

It recently came to my attention that consideration is being given to lengthening Runway 4-22. From a professional point of view, I would like to express my support.

Currently we operate a corporate Canadair Challenger and conduct an average of 40 operations to and from Easton annually. While many of our flights are to destinations in the Northeast, we have initiated a number of longer flights from Easton as well. In these cases we have been limited by the current runway length and have had to schedule intermediate fuel stops to reach our intended destination.

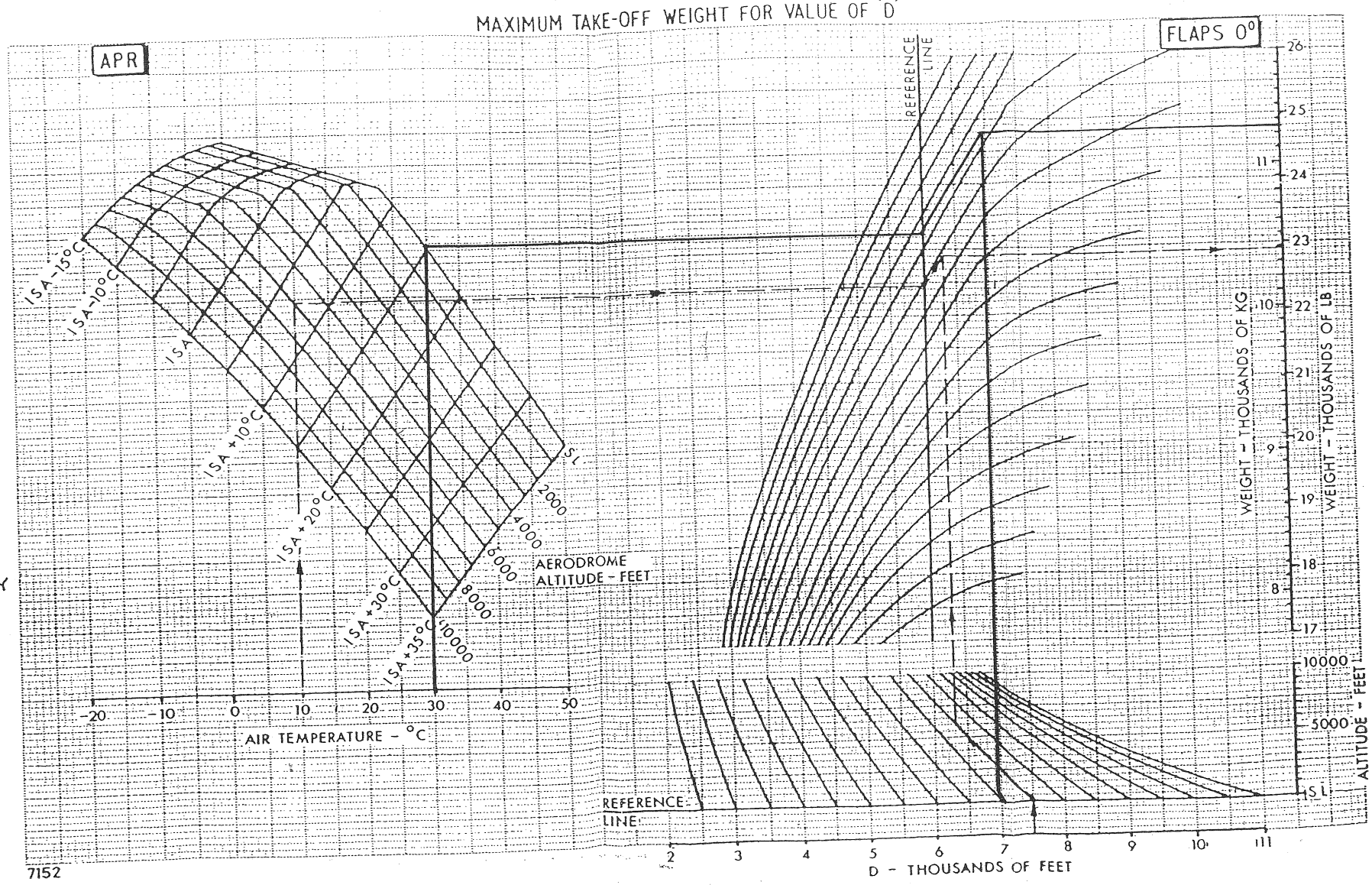
Please let me know if I can provide any additional information or amplification concerning the performance constraints we face with the present runway.

Sincerely,

Robert D. Rowland

HAWKER 700 @
T/O CABIN LOAD
REQUIRED T/O
WEIGHT 24796
REQUIRED RUNWAY
LENGTH 7000

MAXIMUM TAKE-OFF WEIGHT FOR VALUE OF 'D'



7152

FIG.5-24

GULFSTREAM IV

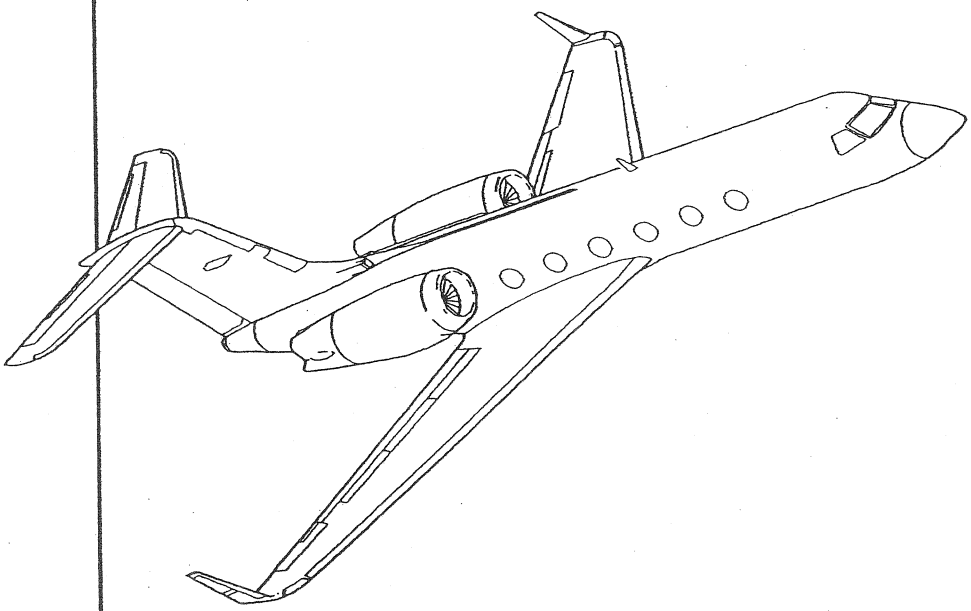
FLIGHT OPERATIONS

Operational Information Supplement

Supplement Number GIV-OIS-2A: Contaminated Runway Operations (Simplified Version)

Revision 1
January 31, 2001

Type: Normal Procedures
Production Effectivity: All GIV Airplanes



This Operational Information Supplement provides additional procedures, techniques, or information recommended for the operations of Gulfstream GIV aircraft under normal or emergency conditions. FAA approval is not intended or implied unless specifically noted.

Gulfstream
AIRCRAFT SERVICES℠

GIV-SP TAKEOFF PLANNING CHART

WET RUNWAY	AIRPORT PRESSURE ALTITUDE = SEA LEVEL								TAKEOFF FLAP 10°			
74,600 LB MTOGW	OAT (°C)	50	45	40	35	30	25	20	15	5	-5	-15
	OAT (°F)	122	113	104	95	86	77	68	59	41	23	5
	RATED EPR	1.59	1.62	1.64	1.67	1.70	1.70	1.70	1.70	1.69	1.69	1.69
– 74,600 LB –												
V_{FS} = 173 KCAS	FLD LNGTH	******	8,400	7,820	7,300	6,840	6,730	6,620	6,510	6,330	6,110	5,880
V_{SE} = 180 KCAS	V_1 KCAS	******	142	140	138	136	136	136	136	137	137	137
V_{REF} = 158 KCAS	V_R KCAS	******	151	151	151	150	150	150	150	150	150	150
MAX TEMP = 47°C	V_2 KCAS	******	157	157	157	157	157	157	157	157	157	157
– 70,000 LB –												
V_{FS} = 167 KCAS	FLD LNGTH	7,930	7,360	6,870	6,430	6,030	5,940	5,840	5,740	5,580	5,390	5,190
V_{SE} = 174 KCAS	V_1 KCAS	137	135	133	131	129	129	129	129	130	130	131
V_{REF} = 154 KCAS	V_R KCAS	147	146	146	145	145	145	145	145	145	145	145
MAX TEMP = 50°C	V_2 KCAS	152	152	152	152	152	152	152	152	152	152	152
– 65,000 LB –												
V_{FS} = 161 KCAS	FLD LNGTH	6,790	6,330	5,920	5,540	5,200	5,120	5,030	4,950	4,820	4,650	4,490
V_{SE} = 168 KCAS	V_1 KCAS	130	127	125	123	121	122	122	122	122	123	123
V_{REF} = 148 KCAS	V_R KCAS	141	140	140	139	139	139	139	139	139	139	139
MAX TEMP = 50°C	V_2 KCAS	146	146	146	146	146	146	146	146	146	146	146
– 60,000 LB –												
V_{FS} = 155 KCAS	FLD LNGTH	5,790	5,400	5,050	4,840	4,700	4,620	4,540	4,470	4,310	4,160	4,000
V_{SE} = 161 KCAS	V_1 KCAS	121	119	117	117	117	117	117	117	117	118	118
V_{REF} = 142 KCAS	V_R KCAS	135	134	134	133	133	133	133	133	133	133	133
MAX TEMP = 50°C	V_2 KCAS	140	140	140	140	140	140	140	140	140	140	140
– 55,000 LB –												
V_{FS} = 148 KCAS	FLD LNGTH	5,100	4,940	4,800	4,670	4,540	4,470	4,390	4,310	4,170	4,010	3,860
V_{SE} = 154 KCAS	V_1 KCAS	116	117	117	117	118	118	118	118	118	118	118
V_{REF} = 136 KCAS	V_R KCAS	128	128	127	127	126	126	126	126	126	126	126
MAX TEMP = 50°C	V_2 KCAS	134	134	134	134	134	134	134	134	134	134	134
– 50,000 LB –												
V_{FS} = 142 KCAS	FLD LNGTH	4,870	4,720	4,590	4,470	4,360	4,280	4,210	4,140	3,990	3,850	3,700
V_{SE} = 147 KCAS	V_1 KCAS	117	117	118	118	119	119	119	119	119	119	119
V_{REF} = 130 KCAS	V_R KCAS	124	124	123	123	122	122	122	122	122	122	122
MAX TEMP = 50°C	V_2 KCAS	131	131	131	131	131	131	131	131	131	131	131
– 45,000 LB –												
V_{FS} = 134 KCAS	FLD LNGTH	4,620	4,490	4,370	4,260	4,160	4,090	4,020	3,950	3,810	3,670	3,530
V_{SE} = 139 KCAS	V_1 KCAS	117	118	118	119	119	119	120	120	120	120	120
V_{REF} = 123 KCAS	V_R KCAS	124	123	122	122	121	121	121	121	121	121	121
MAX TEMP = 50°C	V_2 KCAS	131	131	131	131	131	131	131	131	131	131	131

90%

69,430 LB

NOTES: 1. INCREASE AVAILABLE FIELD LENGTH 2% FOR EACH 5 KNOTS HEADWIND (UP TO 40 KNOTS).
2. DECREASE AVAILABLE FIELD LENGTH 16% FOR EACH 1% OF UPHILL SLOPE (UP TO 2%).

GLOBALMED Plans, INC.

11140 Rockville Pike, Suite 100-152 Rockville. MD 20852
Phone: 301-587-4022 Fax:301-984-1775
www. globalmedplansinc.com www.susaludtotal.com

November 18, 2004

NOV 2 4 2004

Mr. Mike Henry
Airport Manager, Easton Airport
29137 Newman Road, Unit 1
Easton, MD 21601

Dear Mr. Henry:

Pursuant to our conversations with the airport board and the city and county development representatives, we anticipate building a 14,000 square feet hangar with office space for a minimum of 112 employees at Easton, as soon as we are able to obtain all necessary architectural drawings, necessary permits and assurance that the runway extension project will be approved. We are also considering the possibility of moving all our operations to the area, which would bring over 700 new jobs to Talbot County and the surrounding areas.

Part of our operations requires the extensive use of fixed wing aircrafts with an estimated usage of more than 300 hours per year per aircraft. We anticipate using a Challenger 604 and a Gulfstream IV to serve our customers and contractual obligations. Because of the diversity of our clients we expect to have as destinations such places as El Salvador, Dominican Republic, Bolivia and other South and Central American countries which translates to an average of 2,000 nautical miles. Additionally, GlobalMed Transjet will be executing a new contract with the Ukrainian citizens Association in New York which will require us to be able to provide emergency air medical evacuations and repatriation of mortal remains 24 hours per day 365 days per year. Due to the long distances to travel we will be taking off with maximum load of fuel and as a minimum 5 crew and medical personnel. In the Ukraine contract, our average distance will exceed 5,000 miles. In order to ensure safety and comply with appropriate regulations, it will be essential to have sufficient runway length for our operations, which will vary depending on meteorological conditions and takeoff weight. However, even the Lear Jet model 35 needs a balanced field of 5600 under most conditions and the Challenger will require runways in excess of 6200 feet. Therefore, it is imperative that appropriate runway length be available for operations.

Our decision to relocate to Easton will be based on the availability of appropriate facilities, including runways. I am sure you agree that safety is paramount and we would not be interested in relocating to Easton Airport if any compromise existed. I look forward to the completion of the planned extension to the runway, as it will ensure safety and facilitate our decision to relocate to Easton.

If you have any questions, please do not hesitate to contact me at 301-587-4022.

Truly Yours,

Luis Quinonez
President and CEO

90%

42,640 LBS.

6,850 FT.

TAKEOFF DISTANCE
APR OFF
10TH STAGE BLEEDS OPEN/ACUS ON

ASSOCIATED CONDITIONS:

FLAPS 20 DEGREES
APR OFF
ENGINES – TAKEOFF POWER (TWO ENGINES) TO V_2, THEN ONE ENGINE INOPERATIVE AND REMAINING ENGINE AT NORMAL TAKEOFF POWER

10TH STAGE BLEEDS OPEN/ACU_S ON
COWL ANTI-ICE OFF
WING ANTI-ICE OFF

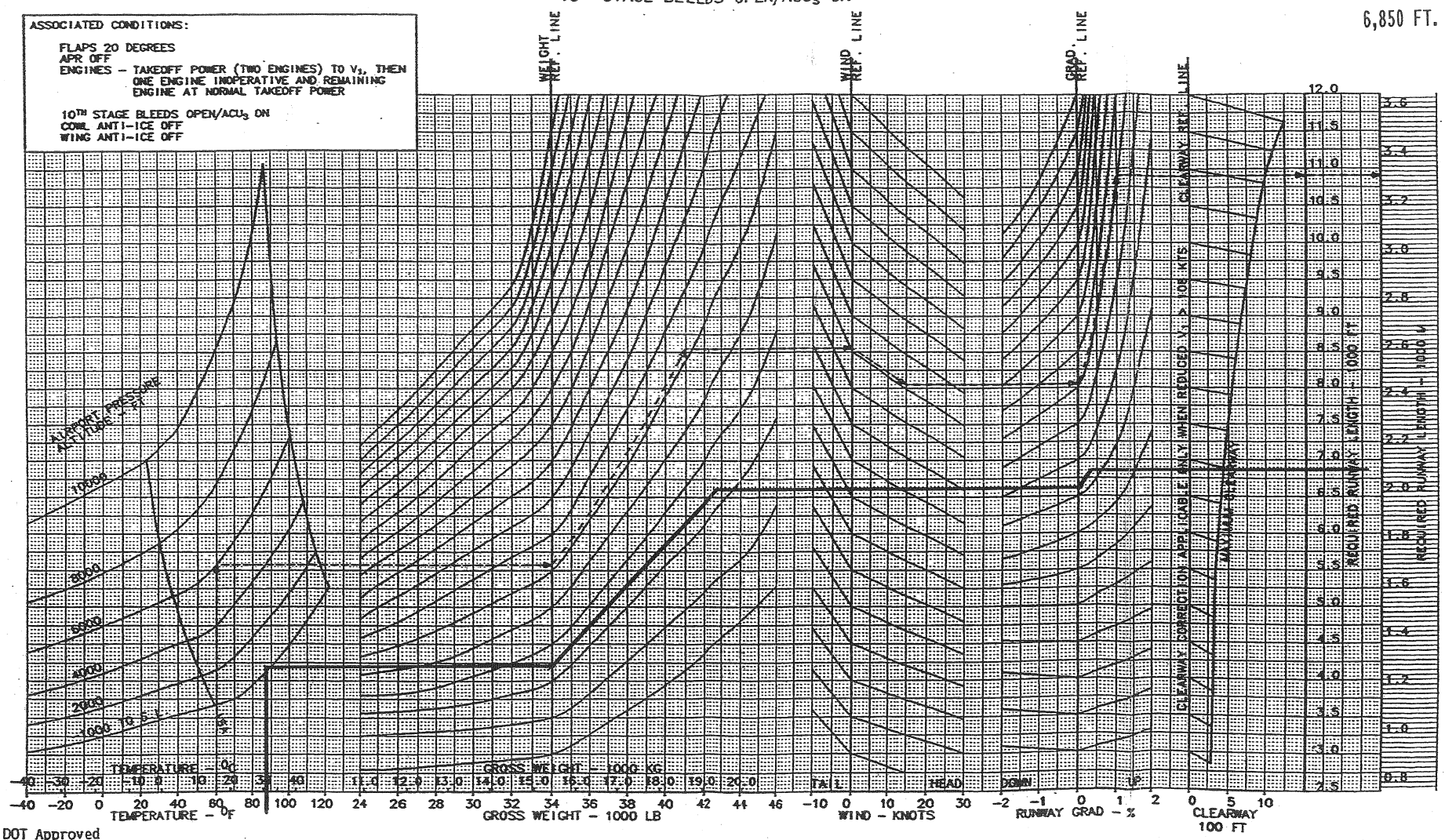


Figure 53-1